









The German subsidised steamer lines to East Asia, according to its official report, were worked during 1888 to the complete satisfaction of the Government. The voyage through the year has been made in a shorter time. The steamer outward bound to Shanghai has made the journey 1-5 days less than formerly, while the homeward bound vessels have arrived at Bremen on an average 5-3 days before the specified date of arrival.

The *Blanchard* Guardian's correspondent learns that the French Académie des Inscriptions et Belles Lettres has awarded a prize to Dr. Terrien de Lacouperie, Professor of the Indo-Chinese languages and literatures in University College, London. The prize is not given on account of any single or exceptional production of Professor de Lacouperie, but for "l'ensemble des travaux," an expression which carries the greater value because it involves the general approval of the body of a very learned corporation of the bold and original, but well-advanced speculations of the recipient of the prize in Oriental philology, numismatics, and archaeology generally.

It has been decided to repair for the present for the navy the Nordenföhr and Gilling guns now in use. Orders have, however, been given for the manufacture of five of the latest pattern Maxim machine-guns to take the Martini-Henry cartridge, and these are as soon as possible to be mounted and tried on board ship. Should the result be such as to convince the naval experts that the new gun may be adopted without any fear of breakdown, it is contemplated by the authorities at Whitehall to order some 250 of these automatic machine-guns, which it is hoped will eventually supersede all others now in use in the navy. It is expected that the cartridges for the larger order and subsequent ones will be of the same calibre as the new rifle.

And the gossip and comments to which the announcement of the betrothal of the Princess Louise of Wales and the Earl of Fife has given rise, the fact seems to have escaped attention that the pair are already connected by ties of blood. Both are great-grandchildren of George the Third, and therefore third cousins. The Princess Louise is the great-granddaughter of the Duke of Kent, the fourth son of that monarch. The Earl of Fife is the great-grandson of the Duke of Edinburgh, William IV. Lady Elizabeth Fitz-Clarence, one of the children of that King by Mrs. Jane Seymour, the wife of the second Earl of Epsom, is the daughter of Lady Agnes, married in 1846 James, fifth Earl of Fife, whose eldest son has now succeeded in winning the hand of the eldest daughter of the heir to the English throne. Thus, on the mother's side, the Earl is a Guelph.

In acknowledging the receipt of a pamphlet advocating bi-metalism, forwarded to him by Mr. H. Hoare, Mr. Gladstone writes:—Although the debate on bi-metalism may not be renewed until the autumn, I have examined with interest, and which you have provided with a continuation in your letter. As I think you may agree that mono-metalism is not likely to be disturbed at the present juncture, I will allow myself the pleasure of replying to a point on which I think we are agreed, though I attach to it a greater significance than you appear to do. Apart from any strain upon the gold market, I have very long been of opinion that the principle upon which we have notes of gold and silver, which in limits and without gold to represent them is properly applicable to our pound notes, and that the question whether there are objections to such an issue on the ground of forgery or otherwise ought to be examined with a view to a practical issue. The use of such notes might reach a point at which relief would be given to the gold market without any change of principle.

Dr. Nansen, who crossed the interior of Greenland last summer, read a paper on the subject of his journey before the Royal Geographical Society on June 25. We gave an account of his adventures in our last issue. I understand, writes a London correspondent of the *Leeds Mercury*, that not only does Dr. Nansen, the Greenland explorer, contemplate another journey next year across the ice of Greenland at a point much more northerly than that at which he succeeded in crossing last summer, but that he should be successful in his second Arctic Expedition, he will make a most determined effort to reach the North Pole. At present Dr. Nansen proposes to leave for the Northern regions, where he has won his hard-earned fame, early next spring. He will explore as much of the coast as he finds practicable, and will then, as the summer advances, make for the west coast across the ice-bound land. The gallant young explorer has not yet, I believe, even in his own mind fixed the details of his attempt to penetrate to that mysterious region, to reach which so many gallant lives have been freely sacrificed, but he is bent, with all the generous courage of youth, and the enthusiasm of the victories he has already won, on adding one more to the many attempts made by mankind to reach the northern point of our globe.

A FRENCH MEDICAL CRUSADE.—A curious and interesting movement has been started in France, mainly by the efforts of M. Radigue, formerly Consul in China. In brief, his object is to effect the establishment of medical missions to the East, and to Africa, so that French medical missionaries may be sent abroad in the same manner that British and American medical missionaries are at the present time. But it must be said the advocates of this policy do not trouble themselves about motives of philanthropy. Possibly these motives are there, but if so, they are unfortunately unsuccessful in concealing them. The avowed aim and object of the crusade is to obtain political influence in the countries to which the missionaries are sent. M. Radigue has addressed a letter to the President of the Academy of Medicine in Paris, in which he unfolds his scheme. He says that having occasion recently to study in the Far East the working of the English and American medical societies, he was much struck by the circumstance that the Latin races are in a position of great inferiority compared with those of the North of Europe and of America. For more than half a century mission hospitals have been established by Protestant missionaries in China, and after overcoming many difficulties and obstacles these have become centres of Western education and of the political influence of the country to which missionaries belong. When in Canton M. Radigue communicated his apprehensions on this subject to the French missionaries there, who replied that he should be well advised to do nothing to struggle against it because their ecclesiastical discipline prohibited them from adding medical practice to their secret functions. Nothing, they said, but a body of medical missionaries, working side by side with them, would redress the balance at present so much against them.

According to the *Yokohama*, the silk manufacturing industry of Fukui and neighbourhood is in a most flourishing condition and is improving almost every day. Last year the quantity exported to Yokohama came second on the list of exports, amounting to about 10,000 hiki. Recently, the paper states, a German merchant visited the district and negotiated to take the silk direct from the manufacturers.

Some interesting details are published in the *Japan Official Gazette* in reference to the Japanese exhibits at the Paris Exposition. The arrangement of the exhibits is now completed and general admiration is expressed for the taste displayed in the workmanship of the *clémons*, porcelain and lacquer ware, and these articles are much in demand by visitors to the exhibition. From the day of the opening up to the 1st of June the sales by Japanese exhibitors had amounted to 72,323.95 francs—*clémons* on copper and other metal were 22,780.00, porcelain 17,801.20, woven goods 15,074, lacquer ware 12,770.00, and sundry goods 3,938.25. More than half of the plants sent out from this country were destroyed, but the great loss of trees and many of the plants in pots which arrived have created much interest and there has been frequent enquiry from horticulturalists as to the mode of rearing them.

There is not much information in the *Japan Official Gazette* in reference to the earthquake which occurred at Kumamoto. It would appear, however, that the results are not so serious as the *Yokohama* had led one to believe. The *Yokohama* states that 314 persons were killed, and that the most severe shocks of the earthquake experienced in this part of the country for some years occurred about 11.40 p.m. on Sunday last, and was followed by another slight one about an hour afterwards. Serious as the loss was here, it was much greater in other places, notably Kumamoto and the surrounding district, where it is reported that thirty-eight people have been killed and wounded, and fifty-four houses totally destroyed. It was also felt very severely at Utsunomiya and some of the foreign visitors there, including several ladies, have returned to Nagasaki. Slight shocks continued to be experienced from time to time in various districts up to the receipt of latest news. The *Hiroshima* of 1st inst. contains a very interesting account of the extensive volcanic disturbances in the island of Kishu. The *Herald* mentions that the following particulars were received at one of the public offices:—*Kumamoto*, Sunday, 11.40 p.m.—Great earthquake took place here. The streets are filled with several places where houses have been overthrown. Many people killed and injured. Rumbles still continue. The *Chingai* *Dempo*, a paper published in Kyoto, states that several earthquakes are active operations. Other veritable journals report severe shocks of earthquake in Yamagata, Saga, Oita, and Fukuoka.

FRENCH VENTURE ELECTRICAL ENGINEERING FROM A YANKEE POINT OF VIEW.—The Paris correspondent of the *New York Times* says:—The jealousy of the French electricians, who for the last few years have been practical advice and knowledge, yet have fought bitterly against allowing any foreigners to share in the lighting contracts, has prevented anything like an intelligent use of the power as yet for special cases in illumination. A dinner was given at the Hotel de Ville, where the English electricians were invited to see the competition for working the colored fountain display. Week after week the contractors which had been verbally promised the English company were delayed, after they had been fairly won, and at last it was announced that there would be another competition, conducted on slightly different lines, which necessitated rearranging the whole plan. While the English company were engaged in this, the manager noticed a suspicious number of young men with very conspicuous place clothes, but curiously white hands, loitering and sniggering about, but keeping a sharp watch in a furtive way on the English workmen. With great shrewdness he had the whispered word passed around to the effect that, "if you see any of these fellows, tell me, and I will make a most determined effort to reach the North Pole." At present Dr. Nansen proposes to leave for the Northern regions, where he has won his hard-earned fame, early next spring. He will explore as much of the coast as he finds practicable, and will then, as the summer advances, make for the west coast across the ice-bound land. The gallant young explorer has not yet, I believe, even in his own mind fixed the details of his attempt to penetrate to that mysterious region, to reach which so many gallant lives have been freely sacrificed, but he is bent, with all the generous courage of youth, and the enthusiasm of the victories he has already won, on adding one more to the many attempts made by mankind to reach the northern point of our globe.

#### THE GROUNDING OF THE "AFGHAN."

The following are from Australian papers:—*Newcastle*, 5th July 1889.—The steamer *Afghan*, which went aground at the dyke last night, is still in the same position. During the night the vessel was made as fast as she possibly could be to the piles of the wharf by means of hawsers, for the purpose of preventing her listing outward when the tide ebbed, but without success. This morning the water was still flowing into the vessel, and a number of the crew and firemen had to remove their effects, and seek accommodation at the Sailors' Home. A diver was sent down to stop the inflow, and an order has been given to the Sydney for the necessary gear and appliances to pump out the water and raise the vessel. At present the water in the harbour at low tide is almost flush with the bottom of the hull. The *Afghan* is now in a position of great inferiority compared with those of the North of Europe and of America. For more than half a century mission hospitals have been established by Protestant missionaries in China, and after overcoming many difficulties and obstacles these have become centres of Western education and of the political influence of the country to which missionaries belong. When in Canton M. Radigue communicated his apprehensions on this subject to the French missionaries there, who replied that he should be well advised to do nothing to struggle against it because their ecclesiastical discipline prohibited them from adding medical practice to their secret functions. Nothing, they said, but a body of medical missionaries, working side by side with them, would redress the balance at present so much against them.

#### THE FUNJOM AND SUNGHIE DUA SAMANTAN MINING CO., LIMITED.

##### MEETING OF SHAREHOLDERS.

The third ordinary half-yearly meeting of this Company was held this afternoon. There were present: Messrs W. G. Brodie (Chairman), T. E. Davies, Hon. C. P. Chatter, W. H. Ray, E. L. Woodin and D. Gillies (directors); Messrs F. Dodwell, O. Brandt, W. Legge, O. A. Ozorio, W. C. Murray, E. Soares, E. B. Jorey, E. J. Hughes, J. F. O. de Roza, A. M. Woolley, A. Youkney, and E. J. Coxon. The notice calling the meeting having been read,

The Chairman said—Gentlemen, I suppose we shall take this report as read. The directors could have wished to place these figures before you some time ago, but things, so far as the accounts were concerned, were not at all in a good state when Mr. Becher was at Funjom, and it was part of his duty, besides his professional duty, to get these books up and it was a very hard day indeed to him. Since he took them in hand he has been able to send us, in fact some months ago, the accounts which are now before you. They had been then presented to you but then intervened the necessity of issuing new share capital and a good deal of work was the consequence to this office here. That again I may say was the cause of at least a couple of months' further delay than might otherwise have occurred. Mr. Becher has since been able to forward that department very considerably, and the accounts there are now in very much better order, and I may tell you that the next half-yearly report will very likely be in your hands in two or three months at the latest. The current accounts are coming in satisfactorily, and it is very unlikely indeed that you will have any future experience of this kind. I need scarcely go further into particulars as to the state of things in Funjom than is represented in this report and as may be seen by a report which has just been put into your hands, unfortunately only to-day, as it was only received about forty-eight hours ago, but which probably most of you have had time to read before you came here. It gives a good deal of information about the position, I suppose I may call it the present position of affairs, at the mines, and it shows a very fair condition of things. There has been a great deal of underground work going on at Funjom. They have driven there more than a thousand feet of drift, as may be seen from the plan of the drifts here. This is only at fifty feet depth, and there was no reason of course why we should not meet even at that depth of rock, and at different places of the mine, and we have had really very good prospects. At the same time we would have been deeper down by this time if we had had the machinery, and we can only say that by having driven so much as we have we have got a good deal of information, and it is very probable indeed that when we do sink we will know where to sink, and that is worth a good deal of money. I met an Australian not very long ago who has been down through Pahang, and I was telling him we had not sunk yet very far, and that the fifty feet we had sunk and driven from did not give us workable quartz yet. He said: "You may sink half a dozen times and not get that, and you are very lucky indeed if you get it at the end of that." We have been opening works as you know at some distance from the mines. We do this not only with the prospect of getting good stuff, but it is also necessary for us as a company to work as much of our property as is possible, and hence we are going a good bit ahead and spending a little money necessarily. These mines appear in the accounts from time to time, and therefore they are a little heavier than they would be only with respect to the figures for Funjom mine in particular. These are all expenses of a comparatively new mine, and as Mr. Becher says, pioneering has got to be paid for, but I have no doubt we are very near the end of our pioneering. Mr. Becher is at home, and I think it is very probable, I suppose, that now capital may soon be enlisted in our work. In that case there is no say, but we may have a very brilliant future before us. I shall be very glad if any gentleman has any question to ask. Mr. Woolley—I see in the report that certain portions have been let out to planting concessions. May I ask of what nature these concessions are, and if they are likely to bring any revenue to the Company?

The Chairman—They will bring revenue, I have no doubt.

Mr. Woolley—But you don't actually know?

The Chairman—I do not know exactly, because Mr. Becher has not sent particulars of this. The concessions were only made immediately before he left. I should be glad to give further information. We shall very soon have it, and it will be placed in your hands.

Mr. Legge—It seems hardly worth while, seeing how far back this report is—September 1888—to ask any questions about it and the figures. Still I should like to ask one or two questions. In the second paragraph of the report it is stated that your outlay in the working account amounted to \$14,424.10 the sum of \$12,468.91 having been disbursed at Sunghie Dua, mostly in advances to miners and in stores and provisions for them, nearly all of which you expected to recover out of their earnings. I should like to know whether this money has been advanced to the miners with or without security?

The Chairman—It is advanced to the miners, not individually. It is advanced through the towny, i.e. headmen who are responsible to us.

Mr. Legge—Then you have security?

The Chairman—We have some security—we have all the security that under the circumstances can be obtained.

Mr. Legge—Good security!

The Chairman—Very good security.

Mr. Legge—We will have to pass them. The Chairman—That is all right.

The Chairman—It is in the hands of the manager, as manager and not as an individual. It would have been better worded "Cash in hand at Funjom."

Mr. Legge—Had he it in hand?

The Chairman—Yes, and it has been accounted for in subsequent accounts.

Mr. Legge—We are only dealing with the present accounts.

The Chairman—We are satisfied that that money was in hand, in proof of which subsequent accounts are in our possession. That is only his balance in hand, such as any cashier has. We have got to send Mr. Becher \$5,000 at a time. As a guard Mr. Legge—Will you give a straight answer to a straight question? I am not asking for by being in thousands of the manager?

The Chairman—Certainly, we have not only the statement of that, but the proof.

Mr. Legge—That is all right.

The Chairman—We have only been repeating questions which I answered as correctly and distinctly as possible.

Mr. Legge—We have only the report up to the 30th September?

The Chairman—Well, I have explained that. Were you here?

Mr. Legge—I was.

The Chairman—I can say no more. We are concerned about the report, not to do their duty at Funjom. It is a considerable time to communicate with them when there is anything wrong in their accounts—something like a couple of months.

Mr. Legge—But it is nine months. The Chairman—The accounts would have been brought up further but for the issue of new capital for which fresh men would have required to be engaged had we coupled it with the work of the accounts. They were postponed on that account—that is to say the work of auditing and preparing them for the auditor was postponed.

Mr. Legge—You say that very likely 2 or 3 months from now we will get accounts for June?

The Chairman—I do not think there is any possibility of that. The accounts are in hand at this moment—March at any rate is in hand.

Mr. Legge—We will come right down to the present day. Your new capital of \$200,000 has been fully subscribed.

The Chairman—Yes.

Mr. Legge—The Chairman—There is \$685 not subscribed yet, but that is a mere nothing.

Mr. Legge—May I ask you what disposition has been made of that capital? I do not want the whole details—only the gist.

The Chairman—For the half year ending March—something less than the half year for which we have now figures—about \$35,000 were spent out of that \$200,000.

Mr. Legge—Up to date?

The Chairman—Up to date of latest information.

Mr. Legge—You say part of it has been in respect of the launch?

The Chairman—\$1,000.

Mr. Legge—And what has been done with the \$20,000 recovered from the insurance?

The Chairman—That is credited to the account.

Mr. Legge—So far as you know at the present, we have \$180,000 or \$170,000 in hand.

The Chairman—Yes, that is about the amount.

The Chairman—Gentlemen, there is nothing else to bring before you, and I beg to thank you for your attendance here. The meeting then terminated.

##### MR. BECHER'S REPORT.

The following Report of Mr. B. M. Becher upon his leaving the Mines for London, was circulated for the information of the Shareholders:—

June, 1889.

Unconcession in Pahang.—The Property of this Company consists of a concession of two areas, each of one hundred square miles in the Malay State of Pahang, which territory, though only recently heard of in England, has long been known to residents in the Straits Settlements as a land of promise in respect of gold and tin fields.

Right of mining and planting over the 200 square miles is granted to the Company for 50 years at Funjom, and 70 years at Sunghie Dua, on condition of bona fide and adequate commencement of operations during a preliminary term, of which nearly a year remains unexpired.

Title confirmed by Government.—Their title of concession held under deed from the Sultan of Pahang is recognized by the Government of the Straits Settlements, and will be confirmed with certain modifications, including a great reduction of royalty by the British Resident of the State.

Situation.—The accompanying Map No. 1, which is compiled from latest available sources, shows the extent and position of these two blocks as shown in relation to the surrounding properties of others and to means of communication. Other two sketch maps are appended, which show to some extent the topographical features of the blocks as far as they have been ascertained from flying surveys. Accurate surveys are now being made to complete these. Funjom occupies the centre of the best auriferous portion of the country, whilst Sunghie Dua lies in the midst of the best tin-bearing and iron-bearing country in the Pahang district. It will be seen that though in a country only just opening to European enterprise these mines are practically far more accessible than are most of many parts of the world which are not connected out of the way for investment of capital.

Pioneer operations.—As pioneers of gold mining, encountering the obstacles of first comers and opening the way for others, this company has suffered the usual expenses in loss of much time and capital. Such progress as could be made was first confined to a few central points of these large areas, but it has now been ascertained that mineral land of more or less value is distributed throughout the whole of both blocks.

Consolidation of Mining.—A trial mill of 12 head of stamps, was only completed and successfully operated at Funjom last year, and workings were commenced to test the enormous outcrop of quartz exposed in old Chinese mining operations at Sunghie Dua. A depot was established and a connecting road to introduce stream tin mining on the Chinese system. In both places, though reaching no great scale of development, operations proved the abundant presence of gold and tin respectively, encouraging the further extension of the work.

A staff of several Europeans and a large number of natives are now engaged in this work and a further supply of mining machinery is on the way into Pahang for use at Funjom.

Financial Statement.—Brief accounts of the general and particularly the mineral features of these properties are given below, on the knowledge of which the present company is satisfied to expend its remaining capital and make increased investments if necessary to develop its mines. It is obvious, however, that the progress of the large areas of the work of exploration must be greatly extended with the prospect of operating a large number of separate mines, and it is desirable to push the progress of prospecting immediately to satisfy the requirements of the public.

Proposed Extension of Company.—The Company are therefore willing and desirous to obtain the co-operation of others who will bring additional energy and capital to bear on portions of the land which may be assigned to them.

Funjom.—This block of the property which is defined by two half miles on either side of the equidistant from the central mines, takes its name from the trading village and landing place on the river Lepa, which is connected with the mines by three miles of good level road.

Geographical Position.—From its commanding position on the fork of the two rivers, Jelai and Lepa, which meet on its eastern boundary to form the main branch of the Pahang River, Funjom constitutes geographically as well as geologically the centre of the Pahang Gold Fields. As such it is a valuable point of view, and in fact the only trading station for the numerous mining districts, amongst which the names of Raub, Trengganu, Chikla, Yong, Jelai, Kelohau and others will soon be heard of in connection with their gold mines, whilst it is a valuable point of view, and in fact the only trading station for the numerous mining districts, amongst which the names of Raub, Trengganu, Chikla, Yong, Jelai, Kelohau and others will soon be heard of in connection with their gold mines, whilst it is a valuable point of view, and in fact the only trading station for the numerous mining districts, amongst which the names of Raub, Trengganu, Chikla, Yong, Jelai, Kelohau and others will soon be heard of in connection with their gold mines, whilst it is a valuable point of view, and in fact the only trading station for the numerous mining districts, amongst which the names of Raub, Trengganu, Chikla, Yong, Jelai, Kelohau and others will soon be heard of in connection with 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## Intimations.

**CHAS. J. GAUFF & Co.,**  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.  
**NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.**

VOYAGERS' ORIENTAL  
BINOCULARS AND TELESCOPES.  
SPECIALTY IN THE REPAIRING OF  
ADAMANTINE AND BRASS CHARTS,  
NAUTICAL BOOKS.  
English Silver & Electro-Plated Ware.  
Christie & Co.'s Electro-Plated Ware.  
GOLD & SILVER JEWELLERY  
in great variety.

**D I A M O N D S**

**DIAMOND JEWELLERY.**  
A Splendid Collection of the Latest London  
Patterns, at very moderate prices. 743

**THE HONGKONG  
LAND INVESTMENT AND  
AGENCY COMPANY,  
LIMITED.**

SUBSCRIBED CAPITAL, \$5,000,000  
PAID-UP CAPITAL, 2,500,000  
RESERVE FUND, 1,250,000

Board of Directors:  
Hon. J. J. KIRKWOOD, Chairman,  
Hon. C. P. CHATELAIN, Managing Director,  
Hon. J. J. KIRKWOOD, Vice-Chairman,  
Hon. J. J. KIRKWOOD, Secretary,  
Hon. J. J. KIRKWOOD, Treasurer,  
Hon. J. J. KIRKWOOD, Auditor,  
Hon. J. J. KIRKWOOD, Agent.

**THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.**

**MONEY ADVANCED ON MORTGAGE,  
ON LAND OR BUILDINGS;  
PROPERTIES  
PURCHASED AND SOLD.**

Estates managed, and all kinds of Agency  
and Commission Business relating  
to Land, &c., conducted.

Full Particulars can be obtained at the  
Company's Office, No. 5, Queen's Road  
Central.

**A SHELTON HOOPER,  
Secretary.**

Victoria Buildings,  
Hongkong, 2nd May, 1889. 844

**HONGKONG HIGH LEVEL TRAM  
WAYS COMPANY, LTD.**

**WEEK DAYS.**  
8 to 10 a.m. every quarter of an hour.  
12 to 1 p.m. " " half hour.  
4 to 5 p.m. " " quarter of an hour.

**THURSDAYS.**  
NIGHT TRAMS at 10.30 and 11 p.m.

**SUNDAYS.**  
10.40 a.m.; 12 to 1.30 p.m. every quarter of  
an hour.  
4 to 5 p.m. every quarter of an hour.  
9, 10, 10.30 and 11 p.m.

Special CARS may be obtained on applica-  
tion to the SUPERINTENDENT.  
Single Tickets are sold in the Cars; Five-  
Cent Coupons and Reduced Tickets at the  
Office.

**MILBURN, FRICKEL & Co.,  
General Managers.**

Hongkong, May 1, 1889. 821

**NOTICE.**

**HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.**

**SHIPMASTERS AND ENGINEERS** are  
respectfully informed that, if upon  
their arrival in the Harbour, NONE of  
the Company's WORKMEN should be at  
hand, Orders for REPAIRS if sent to the  
HEAD OFFICE, No. 14, Praya Central, will  
receive prompt attention.

In the event of Complaints being found  
necessary, Communication with the Under-  
secretary is requested, when immediate steps  
will be taken to rectify the cause of dis-  
satisfaction.

**D. GILLIES,  
Secretary.**

Hongkong, August 25, 1885. 1458

**DENTISTRY.**

**FIRST CLASS WORKMANSHIP.  
MODERATE FEES.**

**MR. WONG TAI-PONG,**  
Surgeon Dentist,  
(Formerly Assistant and Lately  
Assistant to Dr. ROBERTS.)

At the urgent request of his European  
and American patients and friends,  
has TAKEN THE OFFICE formerly oc-  
cupied by Dr. ROBERTS.

No. 2, DUDDELL STREET.

**CONSULTATION FREE.**

Discount to missionaries and families.  
Sole address.

No. 2, DUDDELL STREET,  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

**SAILOR'S HOME.**

ANY Cast-off Clothing, Books, or  
PAPERS will be thankfully received  
at the SAILOR'S HOME, West Point.  
Hongkong, July 25, 1887.

**SCOTT'S  
EMULSION**

OF PURE COD LIVER OIL  
With Hypophosphites of Lime & Soda.

**PALATABLE AS MILK.**

The only preparation of COD LIVER OIL that can  
be taken readily and without a moment's  
hesitation. It is a REMEDY FOR CONSUMPTION,  
BRONCHITIS, ACUTE AND CHRONIC AFFECTIONS,  
ANEMIA, GENERAL DEBILITY, COUGHS  
AND THROAT AFFECTIONS, AND ALL  
WASTING DISORDERS OF CHILDREN &  
ADULTS. It is a SURETY in the results.

Prepared and endorsed by the best Physicians.  
**SOLD BY ALL CHEMISTS.**  
Agents for China and Hongkong:  
Messrs. WATSON & Co. (LIMITED).  
Hongkong, December 17, 1888. 2121

## Mails.



## STEAM FOR

SINGAPORE, PENANG,  
COLOMBO, ADEN, PORT SAID,  
MALTA, GIBRALTAR,  
MARSEILLES, BRINDISI, TRIESTE,  
VENICE, PLYMOUTH AND  
LONDON.

BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERMAN  
and GUEZ CANAL, NEW YORK  
AND BOSTON.

**SPECIAL ONLY LANDED AT PLYMOUTH.**

**THE PANICULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship**

**THAMES**, Captain W. A. SEATON, R.N.,  
with Her Majesty's Mail, will be despatched  
from this for LONDON, via BOMBAY  
and GUEZ CANAL, on SATURDAY, 10th  
August, 1889, at Noon.

Cargo will be received on board until  
4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office  
until 4 p.m. on the day before sailing.

Silk and Valuable Goods will be  
transhipped at Colombo; Tea and General  
Cargo for London will be conveyed via  
Bombay without transhipment arriving one  
week later than by the ordinary direct route  
via Colombo.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PANICULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Blank Bills of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

This Steamer takes Cargo and Passengers  
for MANILA.

**E. L. WOODIN,  
Superintendent.**

P. & O. S. N. Co.'s Office,  
Hongkong, July 30, 1889. 1455

**NOTICE.**

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

**PAQUEBOTS POSTE FRANCAIS.**

**STEAM FOR**

SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 15th August,  
1889, at Noon, the Company's  
S.S. **YANGTSE**, Commandant FLEUDEL,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above place.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

All Parcels must be sent to our Office  
4 p.m. Specie and Parcels until 3 p.m. on  
the 14th August, 1889. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired to be declared prior to shipment.

For further particulars, appl. at the  
Company's Office.

**G. DE CHAMPEAUX,  
Agent.**

Hongkong, August 2, 1889. 1511

**Occidental & Oriental Steam-  
Ship Company.**

**TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA**

**THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.**

THE Steamship **GARLO** will be  
despatched for San Francisco, via  
Yokohama, on MONDAY, the 28th  
August, at 1 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
Ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco ... \$225.00  
To San Francisco and return ... 393.75  
To Liverpool ... 325.00  
To London ... 330.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.

Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.

Freight will be received on board until  
4 p.m. on the 14th August.

All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.

For information as to Passage or Freight,  
apply to

**ADAMSON, BELL & Co.,  
Agents.**

Hongkong, August 1, 1889. 1502

**NOTICE.**

**STEAM FOR**

SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS OF THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOUGHER.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON WEDNESDAY, the 28th day of  
August, 1889, at 4 p.m., the Company's  
S.S. **PRUSSIAN**, Captain O. FOUZ,  
with MALES, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at Genoa.

Shipping Orders will be granted till  
10 a.m. Cargo will be received on board  
until 1 p.m. Specie and Parcels until 10  
a.m. on the 28th August, 1889. (Parcels are  
not to be sent on board; they must be  
left at the Agency's Office.) Contents and  
Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

For further Particulars, apply to

**MILBURN & Co.,  
Agents.**

Hongkong, August 7, 1889. 1518

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA, AND SAN FRANCISCO.THE U. S. Mail Steamship **CITY OF  
RIO DE JANEIRO** will be de-  
parted for San Francisco, via Yokohama,  
on TUESDAY, the 13th August, at 1 p.m.,  
taking Passengers and Freight for Japan,  
the United States, and Europe.
Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, San Francisco, to Atlantic and  
Indian Oceans of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.
Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—  
To San Francisco ... \$225.00  
To San Francisco and return ... 393.75  
To Liverpool ... 325.00  
To London ... 330.00
To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese Customs, to be  
obtained on application.
Passengers by this Line have the option  
of proceeding overland by the Southern  
Pacific and connecting Lines, Central Pacific  
Northern Pacific or Canadian Pacific  
Railways.
Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.
Freight will be received on board until  
4 p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.
Consular Invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in San Francisco, ad-  
dressed to the Collector of Customs at San  
Francisco.
For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50, Queen's Road Central.

**C. D. HARMAN,  
Agent.**

Hongkong, July 25, 1889. 1450

CANADIAN PACIFIC STEAMSHIP  
COMPANY.TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,  
VIATHE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.The British Steamship **PORT FAYE**,  
2,539 Tons Register, CLARK,  
Commander, will be despatched for  
VANCOUVER, B.C., via KAGASAKI  
(through the Inland Sea), KOBÉ and  
YOKOHAMA, on THURSDAY, the 15th  
August, at Noon.
To be followed by the S.S. **ARYSTINIA**,  
on 29th August, and S.S. **BATAVIA**,  
on the 12th September.
Connection will be made at Yokohama  
with Steamers from Shanghai and Japan  
Ports, and at Vancouver with Pacific Coast  
Steamers, by the regular Steamers of the  
PACIFIC COAST STEAMSHIP COMPANY and  
other Steamers.
Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of Steamers.
First-class Fares granted as follows:—  
To Vancouver & Victoria, (Max. \$210.00  
To all common points in Can-  
ada and the United States) ... 275.00  
To Liverpool ... 325.00  
To London ... 330.00
To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service,  
and the Imperial Chinese and Japanese  
Customs, to be obtained on application.
Consular Invoices to accompany Cargo  
destined to points in the United States,  
should be sent to the Company's Office,  
addressed to Mr. D. E. BROWN, District  
Freight Agent, Vancouver, B.C.
Freight will be received on board until  
4 p.m. on the 14th August.
All Parcels must be sent to our Office  
and should be marked to address in full;  
and the same will be received by us until  
5 p.m. the day previous to sailing.
For information as to Passage or Freight,  
apply to

**ADAMSON, BELL & Co.,  
Agents.**

Hongkong, August 1, 1889. 1502

## NOTICE.

## STEAM FOR

SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS OF THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LOUGHER.

N.B.—Cargo can be taken on through Bills  
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The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

For further Particulars, apply to

**MILBURN & Co.,  
Agents.**

Hongkong, August 7, 1889. 1518

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

STEAMSHIP WESTMEATH,  
FROM LONDON.CONSIGNEES of Cargo are requested  
to send in their Bills of Lading to the  
Underigned for countersignature  
and to take immediate delivery of their  
Goods from alongside.
Cargo impeding the discharge of the  
Steamer will be at once landed and stored  
at Consignees' risk and expense, and no  
Fire Insurance will be effected.
All Claims against the Steamer must be  
presented to the Underigned on or before  
the 7th Instant, or they will not be re-  
cognized.
Consignees will be required to sign an  
Average bond and pay a deposit before  
obtaining delivery of their Cargo.

**ADAMSON, BELL & Co.,  
Agents.**

Hongkong, August 1, 1889. 1504

## GLEN LINE OF STEAM-PACKETS.

FROM LONDON, PENANG AND  
SINGAPORE.THE Steamship **Gleneggle**, having ar-  
rived from the above Ports, Con-  
signees of Cargo by her are hereby in-  
formed that their Goods are being landed  
at their risk into the Godowns of the Hon-  
ourable and Right Honourable WILKES AND  
GOWAN, Co., Ltd., at Kowloon, whence delivery  
may be obtained.
Optional Cargo will be forwarded, un-  
less notice to the contrary be given before  
4 p.m. To-day.
Cargo remaining undelivered after the 10th  
Instant will be subject to rent.

## No Fire Insurance has been effected.

Claims for damages and/or shortages not  
later than the 10th Instant, otherwise they  
will not be recognized.
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co.,  
Agents.**

Hongkong, August 5, 1889. 1534

## SHIRE LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. **FLINTHIRE**, FROM  
HAMBURG, ANTWERP, LONDON,  
PENANG AND SINGAPORE.CONSIGNEES of Cargo are hereby in-  
formed that all Goods are being landed  
at their risk into the Godowns of the Hon-  
ourable and Right Honourable WILKES AND  
GOWAN, Co., Ltd., at Kowloon, whence  
delivery may be obtained.
Optional Cargo will be forwarded, un-  
less notice to the contrary be given before  
4 p.m. To-day.
No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the 10th  
Instant will be subject to rent.
All Claims against the Steamer must be  
presented to the Underigned on or before  
the 10th Instant, or they will not be re-  
cognized.

## No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**ADAMSON, BELL & Co.,  
Agents.**

Hongkong, August 3, 1889. 1516

## To Let.

## TO LET.

3-STORY HOUSES, Nos. 37 & 43,  
WAN CHAI. Rents moderate.

Apply to  
**YEE HING,  
No. 5, Wanchai.**

Hongkong, July 15, 1889. 1536

## TO LET.

2ND FLOOR OF HOUSE, No. 64, and  
GROUND FLOOR OF HOUSE No.  
65, QUEEN'S ROAD CENTRAL.

Apply to  
**LAI HING & Co.,  
No. 153, Queen's Road Central.**

Hongkong, July 1, 1889. 1267

## TO LET.

## (With Immediate Possession.)

NO. 4, QUEEN'S GARDENS. Rent  
\$30 and taxes.

Apply to  
**G. O. ANDERSON,  
13, Praya Central.**